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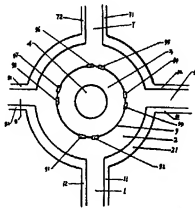
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[54]发明名称 畅通式路口交通设施

[57]摘要

本发明公开一种畅通式路口交通设施,围绕岗区4,设一隔离带9,隔离带9沿不同道路方向均开有机动车进口、出口,隔离带9以内为机动车直行或左转弯时绕行道。隔离带9以外为右转弯时的机动车道2、人行道21。自行车、人直行或左转弯时通过地道桥上层或下层绕行道6绕行。本发明简易经济,减少了机动车、自行车过路口时的相互交叉。



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权 利 要 求 书

1、一种畅通式路口交通设施,其特征在于围绕中央岗区(4)设一环形隔离带(9),隔离带(9)沿不同道路方向,均开有机动车出口、进口,隔离带(9)以内为机动车直行或左转弯时绕行道(3),隔离带(9)以外为机动车右转弯时行车道(2)以及自行车和人向右转弯的人行道(21)。

2、根据权利要求1所述的畅通式路口交通设施,其特征在于隔离带(9)为简易石墩组成。

3、根据权利要求1所述的畅通式路口交通设施,其特征在于隔离带(9)为固定式广告牌组成。

4、根据权利要求1、2或3所述的畅通式路口交通设施,其特征在于在该设置的上方或下方设有畅通式人行通道。

畅通式路口交通设施

本发明涉及一种交通设施,特别是路口交通设施。

目前,大多城市的路口,中央设交警指挥台,自行车直行或左转弯时,互相交叉行驶,秩序混乱,不易通行。有的在路口设多层高架立交桥,投资巨大,很不经济。

本发明的目的是提供一种减少机动车过路口时行驶交叉,不需交警指挥台,简易经济的畅通式路口交通设施。

为达到上述目的,本发明采用的技术方案是:围绕中央岗区设一隔离带,隔离带沿不同道路方向均开有机动车出口、进口,隔离带以内为机动车直行或左转弯时绕行道,隔离带以外为机动车右转弯时行车道以及自行车向右转弯的人行道。也可在设施的上方或下方可设有畅通式人行通道,以便于行人或自行车通行。

本发明所述的隔离带可为简易石墩;也可为固定式广告牌等。

采用本发明,只需在常见的两层地道桥的上层设一隔离带,机动车左转弯或直行时通过隔离带以内的绕行道绕行即可通过路口,自行车左转弯或直行时,通过地道桥下层绕行道绕行即可通过路口。减少了相互交叉,不需再设交警指挥台,中央岗区可设为绿化带,又因本发明所述隔离带是用简易石墩或广告牌构成,所以较易实施,简易经济。

下面结合附图及实施例对本发明做详细说明。

图 1 是地道桥上层平面示意图。

图 2 是地道桥下层平面示意图。

图 1 所示,地道桥上层围绕中央岗区 4 设一隔离带 9,隔离带 9 开有机动车进口 9 2、出口 9 1 与机动车道 1 对应,同理,进口 9 4、出口 9 3 与机动车道 5 对应,进口 9 6、出口 9 5 与机动车道 7 对应,进口 9 8、出口 9 7 与机动车道 8 对应。隔离带 9 以内为机动车绕行道 3,隔离带以外为机动车道 2 及人行道 2 1。

机动车欲从机动车道 1 直行到机动车道 7 时,应从进口 9 2 进入机动车绕

行道 3 绕行至出口 9 5 出去,进入机动车道 7。机动车欲从机动车道 1 左转弯到机动车道 8 时,应从进口 9 2 进入机动车绕行道 3,绕行至出口 9 7 出去,进入机动车道 8。机动车可从机动车道 1 直接右转弯沿机动车道 2 进入机动车道 5。

依据同样道理,机动车从机动车道 8 通过进口 9 8 进入机动车绕行道 3 绕行;绕行至出口 9 3 出去,可进入机动车道 5;绕行至出口 9 5 出去,可进入机动车道 7。机动车可从机动车道 8 直接右转弯沿机动车道 2 进入机动车道 1。

自行车和人从人行道 1 1 右转弯时可直接沿人行道 2 1 进入人行道 5 1。自行车和人欲从人行道 1 1 直行至人行道 7 1,或左转弯至人行道 8 1 时,要进入图 2 所示地道桥下层绕行道 6,绕行至出口 7 1 1 或出口 8 1 1 时,出去即可。图 2 中,进口 1 1 1、出口 1 2 1 分别对应人行道 1 1、1 2,进口 5 2 1、出口 5 1 1 分别对应人行道 5 2、5 1,进口 7 2 1、7 1 1 分别对应人行道 7 2、7 1,进口 8 2 1、出口 8 1 1 分别对应人行道 8 2、8 1。

隔离带 9 可由简易石墩、栏杆、固定式广告牌构成。

岗区 4 可为绿化带,也可为一般构筑物。

另外,地道桥上层引桥部分可适当填高,并有一定坡度,这样地道桥下层就可减少引桥挖掘距离和深度。

说明书附图

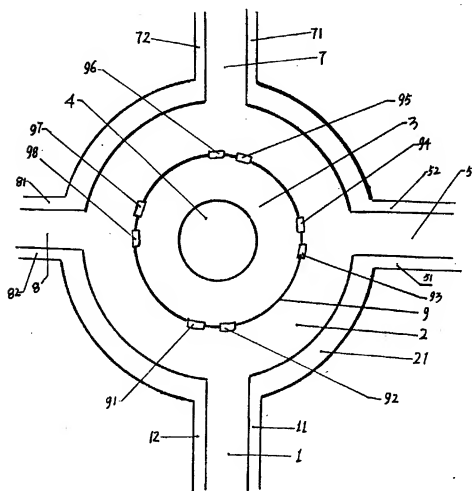


图 1

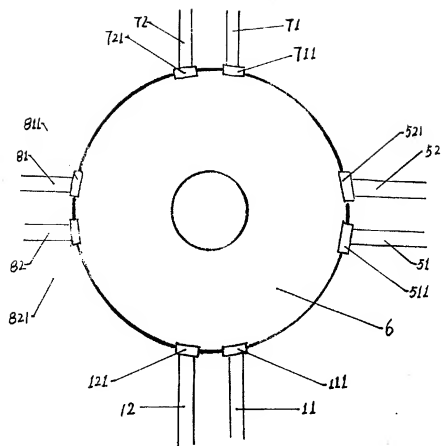


图 2

THE EXPEDITE TRAFFIC FACILITIES FOR CROSSINGS

This invention refer to a kind of traffic facilities , especially a kind of traffic facilities for crossings.

Currently , the crossings in most cities , a podia is set up for traffic cops in the center , bicycles run in line or turn left crossed with one another , disordered , uneasy for passing. At some of these crossings multiple overhead overpass bridges are set up , the investment is very huge , that's very wasteful.

The aim of this invention is to supply a kind of expedite traffic facilities for crossings which could reduce the chiasmas among autocrat when they pass by the crossings , no need conning tower for traffic cops , simple and economical.

In order to achieve the aims above , the technical proposals adopt by this invention are : an isolated area is set up surrounded the center of the post sector , there are outlets and entrances in every roads in different directions , there are roads for autocars run in line or turn left within the isolated area , but beyond the isolated area there are driveways for autocars' right-hand bend as well as pavements for bicycles' right-hand bend. It could set up expedite passageway for pedestrian over or below these facilities , in order to facilitate the passing of the pedestrians or bicycles.

The isolated area describe in this invention could be simple stone piers or billboards of fixed type and so on.

To adopt this invention , nothing remains but to set up an isolated area over the common two-double underpass bridge , autocars turn left or run in line could transit the crossings through the rounded detour within the isolated area , bicycles when turn left or run in line , could transit the crossings through circumambulate the detours below the underpass bridge. Crosses among each other are reduced , no need conning tower for traffic cops again , so the central post sector could be set up to green belt , also because the isolated area described in this invention is formed by simple stone piers or billboards , so could be carry into execution easily , it is simple and economical.

Then we will make detailed explanations for this invention combined with the attached drawings and examples of executions.

Drawing 1 is a schematic plan for the topside of the underpass bridge.

Drawing 2 is a schematic plan for the underlayer of the underpass bridge.

Shown in drawing 1 , surrounded the central post sector 4 an isolated area 9 is set up at the topside of the underpass bridge , In the isolated area 9 there are entrance 92, outlet 9 1 for autocars which are corresponding with the motor road 1 by the same token , entrance 94, outlet 93 are corresponding with motor road 5, entrance 96, outlet 95 are corresponding with motor road 7, entrance 98, outlet 97 are corresponding with motor road 8, It is detour 3 for autocars within the isolated area 9 , but outside of it is motor road 2 and pavement 21.

When autocars will run to motor road 7 in line from motor road 1 , they should enter the detour 3 for autocars through entrance 92, then circumambulate to outlet 95 to went out , enter motor road 7. When autocars will run to motor road 8 in line from motor road 1 , they should enter the detour 3 for autocars through entrance 92, then circumambulate to outlet 97 to went out , enter motor road 8. Autocars could enter motor road 5 by a direct right-hand bend from motor road 1 to motor road 2 and then follows it.

By the same token, autocars from motor road 8 enter detour 3 for autocars through entrance 98 to circumambulate : if they circumambulate to outlet 93 then they could enter motor road 5 ; if they circumambulate to outlet 95 then they could enter motor road 7. Autocars could enter motor road 1 by a direct right-hand bend from motor road 8 to motor road 2 and then follows it.

When bicycles and people from pavement 1 have a right-hand bend they could enter pavement 51 by followed pavement 21 directly. When bicycles and people from pavement 11 want to run in line to pavement 71 , or turn left to pavement 81 , they should enter the lower detour 6 of the underpass bridge showed by drawing 2 , circumambulate to outlet 711 or outlet 811 , then do nothing but went out. In drawing 2 , entrance 111, outlet 121 are corresponding respectively with pavement 11, 12; entrance 521, outlet 511 are corresponding respectively with pavement 52, 51; entrance 721, outlet 711 are corresponding respectively with pavement 72, 71; entrance 821, outlet 811 are corresponding respectively with pavement 82, 81.

Isolated area 9 could be formed by simple stone piers, handrails or billboards of fixed type.

Post sector 4 could be green belt or general structures.

In addition , the part of upper bridge approach of the underpass bridge could be heightened , at the same time has some gradient , then the length and depth must be excavated for the bridge approach of the underlayer of the underpass bridge could be reduced.

Claims

- 1、 A kind of expedite traffic facilities for crossings , its characteristics are: set up an annular isolated area 9 surrounded the central post sector 4 , there are exports and entrances in every directions of different roads. There are roads for autocars in line or rounded road 3 for autocars turning left within the isolated area 9 , but beyond the isolated area 9 are roadway 2 for autocars' right-hand bend as well as pavement 2 for right-hand bend of bicycles and people. The expedite traffic facilities for crossings described according to the claim 1 , its characteristic is that the isolated area 9 is formed by simple stone piers.
- 3、 The expedite traffic facilities for crossings described according to the claim 1 , its characteristic is that the isolated area is formed by billboards of fixed type.
- 4、 The expedite traffic facilities for crossings described according to the claim 1 , 2 or 3 its characteristic is that there are expedite passages for walk over or below these facilities.

Abstract

In the said cross facilities, there is one isolating belt around the police station with inlets from and outlets to the roads in all directions. Inside the isolating belt, is road for motor vehicle to go straight forward and to turn left; and outside it, is road for motor vehicle to turn right and footpath. Straight forward and turning left bicycle and pedestrian pass through the upper or the lower layer subway bridge. Being simple and economic, the present invention can reduce the cross passing between motor vehicles and bicycles.